

fuel in the metering chamber but is displaced by the flow of fuel from the metering chamber 30 to the combustion chamber 2 (col. 4, lns. 38-39). The diaphragm 32 thereby is used to act on catch 39 via the lever 37 to disengage the catch from shuttle 20 and allow valve means 10 to move rapidly back to its closed position (col. 4, lns. 42-46). Furthermore, there is no disclosure in Veldman that the diaphragm 32 could be actively used to press the fuel out of the chamber 30 or that the diaphragm 32 is adjustable.

In view of the above, it is respectfully submitted that Veldman does not anticipate or make obvious the present invention as defined in claim 1 and claims 2-3, 6-8 and 10-11 that depend therefrom, and the present invention is patentable over Veldman. Moreover, a combination of Veldman with any of the other cited references would not have led one skilled in the art towards the invention as none of the cited art discloses a displacement body whose displacement volume is adjustable.

CONCLUSION

In view of the foregoing, it is respectfully submitted that the application is in condition for allowance, and allowance of the application is respectfully requested.

Should the Examiner require or consider it advisable that the specification, claims and/or drawings be further amended or corrected in formal respects, in order to

place the case in condition for final allowance, then it is respectfully requested that such amendment or correction be carried out by Examiner's amendment and the case passed to issue. Alternatively, should the Examiner feel that a personal discussion might be helpful in advancing this case to allowance, the Examiner is invited to telephone the undersigned.

Respectfully Submitted,



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I hereby certify that this correspondence is being deposited with the United States Postal Service with sufficient postage as first class mail in an envelope addressed to: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450 on April 26, 2005.